APPLICATION FOR
CYCLE 7 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

Important: Review and follow **the Application Instructions** step-by-step as you complete the application. Completing an application without referencing to the instructions will likely in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

Application ID: 04-Oakland-4

Submitted By (Agency):
Oakland

Caltrans District	Application Number	Out of
04	4	4

Project Location

Signalized intersections in Downtown: 10th/Oak, 10th/Jackson, 10th/Harrison, 11th/Jackson, 11th/Harrison, 12th/Franklin, 12th Ped Signal, 13th/Franklin, 17th/Franklin, 19th/Franklin

Project Description

Upgrade existing deficient signals for pedestrian safety to include countdown signals accessible pedestrian signals at high priority intersections in Downtown Oakland.

Countermeasure 1: S19: Install pedestrian countdown signal heads

Countermeasure 2:

Countermeasure 3:

Total Expected Benefit $8,664,558.00 **Total Project Cost** $565,600.00

B/C Ratio: **15.32**

I. Basic Project Information

Date: Jul 31, 2015 | Caltrans District: 04 | MPO: MTC

Agency: Oakland | County: Alameda County

Total number of applications being submitted by your agency: 4

Application Number (each application must have a unique number): 4

Contact Person Information

Name (*Last, First*): Wlassowsky, Wladimir

Position/Title of Contact Person: Transportation Services Manager

Email: wwlassowsky@oaklandnet.com | Telephone: (510) 238-6383 | Extension:

Address: 250 Frank Ogawa Plaza, Third Floor

City: Oakland | Zip Code: CA 94602 (Enter only a 5-digit number.)

Project Information

Project Location
-Be Brief (limited to 250 characters)
-See Instructions

Signalized intersections in Downtown: 10th/Oak, 10th/Jackson, 10th/Harrison, 11th/Jackson, 11th/Harrison, 12th/Franklin, 12th Ped Signal, 13th/Franklin, 17th/Franklin, 19th/Franklin

Project Description
-Be Brief (limited to 250 characters)
-See Instructions

Upgrade existing deficient signals for pedestrian safety to include countdown signals accessible pedestrian signals at high priority intersections in Downtown Oakland.

Functional Classification: Minor Arterial (For Functional Classification and CRS Maps, Visit http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)

CRS Map ID (e.g. 08E14): 05L23

Urban/Rural Area: Urban (Visit http://earth.dot.ca.gov/)

High-Risk-Rural-Roads (HR3) Eligibility: No

If this project is not HR3 eligible, what is the approximate total cost percentage that is HR3 eligible? 0 %

Work on the State Highway System

Does the project include improvements on the State Highway System? No

If no, move on to the next page; If yes, go to the below question.

Is this a joint-funded project with Caltrans?

☐ If yes, check this box to confirm a formal Letter of Support from Caltrans - District Traffic is attached to the application. The letter should include estimates of cost sharing.

☐ If no, check this box to confirm a written correspondence from Caltrans District Traffic is attached to the application. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit

Non-Infrastructure (NI) Elements

Does the project include NI Elements? No

If yes, NI Activity Worksheet and NI Cost Estimate are required attachments. For more information on the requirements and guidance for NI elements of HSIP applications, see the HSIP NI webpage.

What are the primary type(s) of non-infrastructure included? (Check all that apply. Skip if project does not include NI Elements.)

- ☐ Bicycle and pedestrian safety education (K-12 students)
- ☐ Bicycle and pedestrian safety education (adults)
- ☐ Other safety education (please describe below)
- ☐ Enforcement (school zones)
- ☐ Other Enforcement (please describe below)
- ☐ Emergency Medical System

Additional Information

1. Is the project focused primarily on “spot location(s)” or “systemic” improvements? Systemic

   The primary type of the "systemic" improvements: Upgrade Traffic Control Device

2. Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily? (For more information on the SHSP and its Challenge Areas, see: http://www.dot.ca.gov/SHSP/)

   8: Make Walking and Street Crossing Safer

3. How were the safety needs and potential countermeasures for this project **first** identified?

   Agency Management/Other Departments in Agency

4. What is the primarily mode of travel intended to be benefited by this project?

   Pedestrians

5. Approximate percentage of project cost going to improvements related to **motorized** travel 5 %

6. Approximate percentage of project cost going to improvements related to **non-motorized** travel 95 %

7. Is the project focused primarily on "Intersection" or "Roadway" improvement?

   Intersection

   Number of Intersections 15

8. Posted Speed Limit (mph) 25

9. Average Daily Traffic *(See Instructions)*

ADT (Major Road)	ADT (Minor Road)	Year Collected
0		0

II. Narrative Questions (See Instructions)

These narrative questions are intended to provide additional project details for the application reviewers and project files. Application reviewers will use the information in their "fatal flaw" assessment of the applications, including:

1) The project scope is eligible for HSIP funding;
2) The countermeasures used in the B/C ratio calculation are appropriately applied based on the scope of the project;
3) The crash data used in the B/C ratio calculation is appropriately applied based on the scope of the project and countermeasures used;
4) The costs included in the application represent the likely total project cost necessary to fully construct the proposed scope. If the proposed project is a piece of a larger construction project, the entire scope of the larger project must be identified and included in the B/C ratio calculation;
5) The application data and attachments are reasonable and meet generally accepted traffic engineering and transportation safety principles.

If significant inconsistencies or errors are found in the application information, the Caltrans reviewers may conclude that the application includes one or more "fatal flaws" and the application will be dropped from further funding considerations. The applicant will not be notified of Caltrans findings until after the selection process is complete.

1. Overall Identification of Need

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven, safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest crash concentrations? (limited to 5,000 characters)

This project address pedestrian safety at signalized intersections throughout Downtown Oakland, which is a Metropolitan Transportation Commission (MTC)-designated Community of Concern with high volumes of pedestrian and transit trips associated with Downtown Oakland employment and residential centers. Downtown Oakland is designated as a high priority pedestrian area in the Pedestrian Plan and the MTC Priority Development Area (PDA). The downtown's roadway network is currently marked by multi-lane one-way roadways with signals that frequently do not have countdown signals, accessible / audible features, and / or mast arms. As a result, even at signalized intersections, pedestrians crossing often get stuck in the crosswalk as the light turns green for conflicting autos, introducing multiple-threat collision risks. This project would take a systemic approach to upgrading numerous signals to incorporate pedestrian countdown signals and accessible pedestrian signals in high priority locations in Downtown Oakland. With the high number of fatal and severe pedestrian injuries in Downtown Oakland between 2007-2014 (2 fatal, 8 severe), the Systemic Approach will have a high benefit throughout the Influence Area. The Influence Area is defined as portions of Downtown walk sheds that serve Safe Routes to Transit or Safe Routes to School. These locations are defined as one-third mile walk shed radius from either the three Downtown Oakland BART Stations: Lake Merritt, City Center, and 19th Street as well as the Lincoln Elementary School which is the public school serving the Chinatown neighborhood.

The Downtown Oakland Pedestrian Safety Project originated from a Preliminary Safety Assessment Study that the City of Oakland commissioned in 2015. The City prepared a map of injury collisions that occurred citywide between 2009 and 2014. Two engineering consulting firms were hired to assess collision patterns citywide to identify countermeasures and safety projects that would best address the observed collision patterns in the last five years. As part of that assessment, the pattern of fatal and severe pedestrian collisions occurring at one-way streets in Downtown that lacked pedestrian countdown signal heads was identified. Downtown has a significant number of signals that do not have countdown signals. Given that this is a high priority pedestrian area in the City per the City's Pedestrian Master Plan and other adopted planning documents, a systemic approach was taken to determine that Safe Routes to Transit and Safe Routes to School in the Influence Area should be prioritized. Because there are a high number of deficient signals, this HSIP project solely incorporates countdown signals as a countermeasure and does not identify other safety measures.

2. Potential for Proposed Improvements to Address the Safety Issuse

Describe the primary causes of the collisions that have occurred within the project limits. Are there patterns in the crash types? Clearly demonstrate the connection between the problem and the proposed countermeasures utilized in the Benefit/Cost Ratio calculations. Depending on the nature of the project, explain why the agency choose to pursue "Spot location(s)" or Systemic" improvements. If the proposed project include Non-Infrastructure (NI) elements, also describe how the NI elements will complement in improving the safety within the project limits. (limited to 5,000 characters)

Note: Safety improvements that do not have countermeasures and crash reduction factors identified in the TIMS B/C Calculator can be included in the project scope and cost estimate as "Other Safety-Related" improvement; they just won't be added to the project's B/C ratio shown in the application.

The primary pattern of pedestrian collisions within the Downtown Oakland Influence Area is fatal and severe pedestrian injuries that occur at signalized intersections, where vehicles are proceeding straight through an intersection. These collisions were compared against the City of Oakland's Signal Inventory to understand the features of these existing signals, including whether or not pedestrian countdown signals and/or accessible pedestrian signals (APS) are provided. This comparison revealed that many of these pedestrian collisions occurred at intersections that had neither countdown signals and/or APS. Additionally, examining lane geometries at these severe and fatal injury locations indicate that many of these collisions occurred on multi-lane roadways, which have the risk of multiple-threat collisions as a result of the lack of countdown signals, where pedestrian may be finishing crossing the street as the opposing traffic receives a green light. Between 2007 and 2014, 3 fatal and 7 severe injury collisions occurred at signalized intersections in the Downtown Oakland Influence Area. Almost all occurred at the intersection of either two one-way streets or a one-way street and a two-way street.

The Downtown Oakland Influence Area is a dense, pedestrian-heavy neighborhood serving three BART stations and schools and popular parks. As shown in Attachment 3a, many intersections are missing pedestrian countdown signals and/or APS, including along the entire length of major corridors such as Martin Luther King Junior Way, Jefferson Street, Webster Street, Harrison Street, Jackson Street, and Madison Streets north-south, and 9th, 10th, 12th, and 14th Streets east-west. Many of these corridors are one-way streets with multiple lanes.

Attachment 5 summarizes the collisions from 2007 to 2014 for the Influence Area. Attachment 3b provides a map of where the pedestrian countdown signals and APS are proposed. These utilize S19: Install pedestrian countdown signal heads (Countermeasure 1). Countdown signal heads will enhance pedestrian safety and provide a system-wide improvement for pedestrians in Downtown Oakland. Countdown signals will be installed at 10 intersections throughout the study area. With the Systemic Approach, the collision record establishes the need for these countermeasures, which are then applied to the areas of highest safety priority: one-third mile walk sheds around transit centers and a local school in the area to ensure the Safe Routes to Transit and Safe Routes to School are prioritized.

3. Crash Data Evaluation

Explain how the influence areas for each separate countermeasure were established. Describe how the limits of the crash data were established for each countermeasure to ensure only appropriate crashes were included in the Collision Summary Report(s), Collision Diagram(s) and B/C calculations. (limited to 5,000 characters)

The 2015 Preliminary Safety Analysis determined the project extents for this project.

CM1 Install Countdown Signals: As shown on Attachment 5, Downtown Oakland is generally considered to be the area bounded by Castro Street, 6th Street, Oak Street, Lakeside Drive, and Grand Avenue. Within this area, the City's highest areas of priority based on pedestrian volumes, access to transit, and access to schools are the three BART Stations (Lake Merritt, City Center, and 19th Street) and Lincoln Elementary School, which serves Chinatown. An on-third mile walk shed was drawn around each of those four destinations to define the Influence Area. All the pedestrian-auto collisions that occurred at marked crosswalks at signalized intersections within those four one-third mile walk sheds were included in the analysis and attributed to the countermeasure.

Oakland received an HSIP Cycle 6 grant to improve five signals in Downtown Oakland. The Influence Area for that project was: 8th Street between Alice Street and Fallon Street, 7th Street/Madison Street, and 9th Street/Madison Street. As a result, collisions at these intersections were not included in the Influence Area for the Downtown Signals Cycle 7 project to avoid double-counting.

4. Prior attempts to address the Safety Issue

If appropriate, list all other projects/countermeasures that have been (or are being) deployed at this location. Applicants must identify all prior federal HSIP, HR3 or Safe Routes To School (SRTS) funds approved within or directly adjacent to the propose projects limits within the last 10 years. (HSIP funding cannot be used to construct the same general type of countermeasures within the same limits within 10 years to ensure agencies do not apply the same Crash Reduction Factors to the same crashes.)
If the agency is proposing to construct follow-up improvements along a corridor or at a location that has already had a safety project funded, the applicant must ensure the combines CRF applied to the crashes by both projects is not greater than 80% (See the applications instructions relating to Crash Data for more detail).
For projects proposing high cost spot location projects/countermeasures, applicants must document that they have installed and monitored low-cost improvements which have not been adequately addressing the safety issue.
(limited to 5,000 characters)

Oakland has worked to improve pedestrian safety throughout Downtown through a variety of venues. Specific to countdown signals at signalized intersections, the City of Oakland prepared a successful HSIP Cycle 6 project that focused on addressing countdown signals in Chinatown in the vicinity of the Lake Merritt BART Station. This included upgrading countdown signals at the 8th Street/Jackson Street, 7th Street/Madison Street, 8th Street/Madison Street, 9th Street/Madison Street, and 8th Street/Oak Street intersections. The Influence Area for that project was determined to be: 8th Street between Alice Street and Fallon Street, 7th Street at Madison Street, and 9th Street at Madison Street. As a result, collisions at these intersections were not included in the Influence Area for the Downtown Signals Cycle 7 project.

Additionally, the City used HSIP Cycle 2 Federal funds to install countdown pedestrian heads at the 10th Street / Clay Street and Broadway / 19th Street intersections.

5. Total project costs

Describe the process used to establish the total cost for the project. Confirm contingencies for reasonably expected costs, including drainage, environmental, traffic, etc, are included. All PE, CE and other project delivery costs must be included, even if federal funding will not be utilized in the phase of the project. For a large project where the HSIP funding is only a small portion of the overall project scope and costs, the total project cost must still be included in the application and its B/C ratio calculation.
(limited to 5,000 characters)

The City retained an engineering consultant in 2015 to prepare conceptual design drawings of the countermeasures and other safety improvements based on the results of the City's 2015 Preliminary Safety Assessment. As part of this, cost estimates were prepared corresponding to the preliminary layouts. Cost estimates reflect the latest information regarding construction bid documents in Oakland and Caltrans District 4. Contingencies for drainage, environmental, and traffic control are included in the cost estimates. Attachments 3a and 3b present the existing and proposed conditions, including locations of proposed countermeasures, and Attachment 8 presents the corresponding Detailed Engineers Estimate.

III. Project Cost Estimate *(See Instructions)*

All project costs must be accounted for on this form, even if substantial elements of the overall project are to be funded by other sources. (For federal funds to be 100% reimbursable, all countermeasures selected must be 100% eligible)

Do not enter in shaded fields (calculated - read only). Round all costs up to the nearest hundred dollars. Once all costs and the desired HSIP/ Total ratios are entered, click "Check Cost Estimate" to perform validation. If errors are detected, they will appear below the button. **Click it to check again each time when the costs have been revised.**

Phase		Total Cost	HSIP/Total (%)		HSIP Funds	Local/Other Funds
Preliminary Engineering	Environmental	$21,500	**90**	(%)	$19,350	$2,150
	PS&E	$51,500	**90**	(%)	$46,350	$5,150
	PE Subtotal	**$73,000**			**$65,700**	**$7,300**
	☐ Agency does NOT request **HSIP** funds for PE Phase (automatically checked if PE - HSIP funds is $0).					
Right of Way	Right of Way Engineering	$0	**0**	(%)	$0	$0
	Appraisals, Acquisitions & Utilities	$0	**0**	(%)	$0	$0
	ROW Subtotal	**$0**			**$0**	**$0**
Construction Engineering & Construction	Construction Engineering	$64,200	**90**	(%)	$57,780	$6,420
	Construction	$428,400	**90**	(%)	$385,560	$42,840
	CON Subtotal	**$492,600**			**$443,340**	**$49,260**
Non - Infrastructure (NI)	NI Elements	$0	**0**	(%)	$0	$0
	Total Cost	**$565,600**	**90**	(%)	**$509,040**	**$56,560**

Click to Check Cost Estimate (See Notes in Instructions)

No errors have been found in the cost estimate.

IV. Implementation Schedule *(See Instructions)*

The local agency is expected to deliver the project per Caltrans Local Assistance safety program delivery requirements.
In order for the milestones to be calculated correctly, all fields needs to be filled in. For steps that are not applicable, enter "0".

Target Date for the Project's Amendment into the FTIP:	**01/01/2016**		
Time for agency to internally staff project and request PE authorization	3	Month(s)	
Typical Time for Caltrans and FHWA to process and approve PE authorization	2	Month(s)	
Proposed PE Authorization Date:	**06/01/2016**		**(PE Authorization Delivery Milestone)**
Will external consultants be required to complete the PE phase of this project?	*Yes*		
Additional time needed to the Delivery Process for hiring PE consultant(s)	6	Month(s) (0 - 6)	
Time to prepare environmental studies request	3	Month(s)	
Time to complete CEQA/NEPA studies/approvals	3	Month(s)	
See PES Form in the LAPM for Typical studies and permits			
Time to complete the Right of Way Acquisition (federal process)	0	Month(s)	
Plan on 18 months minimum for federal process including a condemnation			
Time to complete final PS&E documentation	14	Month(s)	
Other	0	Month(s)	
Expected Completion Date for the PE Phase:	**07/31/2018**		
Time for agency to request CON authorization	4	Month(s)	
Typical Time for Caltrans and FHWA to process and approve CON Auth	3	Month(s)	
Proposed CON Authorization Date:	**02/28/2019**		**(CON Authorization Delivery Milestone)**
Time included for the agency's workload-leveling or construction-window needs	1	Month(s)	
Time to award contract with CON contractor (following the federal process, including Board/Council approval, advertise, award, execute and mobilize)	6	Month(s)	
Time to complete construction	8	Month(s)	
Time included for closing the CON contract	2	Month(s)	
Other	0	Month(s)	
Expected Completion Date for the CON Phase:	**07/29/2020**		
Time to complete the project close-out process	2	Month(s)	
Typical Time for Caltrans and FHWA to process and approve project close-out	3	Month(s)	
Expected Completion Date for the project Close-Out:	**12/28/2020**		**(Close-Out Delivery Milestone)**

V. Countermeasures, Crash Data and Benefit/Cost Ratio *(See Instructions)*

In the process of completing this application, the Local Agency is required to utilize the Benefit/Cost Ratio Calculation Tool that is included in the Safe Transportation research and Education Center (SafeTREC) Transportation Injury Mapping System (TIMS) web site. This **web site** can be assessed at http://tims.berkeley.edu/

The final output summary page from TIMS must be included as part of the official application (both electronically and hard copy). The hard copy page must be included in the application as one of the attachments.

In order to facilitate the electronic collection and tracking of this data, Caltrans is requiring agencies to manually enter some of the key "input data" and "output data" used in their final TIMS B/C Ratio. *NOTE: If any of the values inputted on this sheet do not match the values from the TIMS B/C Ratio Output Summary sheet, THE APPLICATION WILL BE REJECTED.* ***Be careful and confirm the numbers!***

TIMS Application ID: 04-Oakland-4 (This ID is generated by this form. TIMS Application ID must match this ID.)

Version (from TIMS) : 1 **Crash Data Period:** from 8/29/2007 to 12/05/2014

Total Project Cost: $565,600 (This must match the total project cost in Section III.)

Countermeasure Information

Number of countermeasures utilized: 1

	Countermeasure		
#1:	S19: Install pedestrian countdown signal heads	CRF:	25
#2:		CRF:	
#3:		CRF:	
		Combined CRF:	25

B/C Ratio Calculation

	Expected Benefit (Life)	Expected Cost	Resulting B/C
Countermeasure #1	$8,664,558	$565,600	15.32
Countermeasure #2			0.00
Countermeasure #3			0.00
Project's Total (Overall)	**$8,664,558**	**$565,600**	**15.32**

VI. Application Attachments *(See Instructions)*

Check all attachments included in this application.

- ☒ Engineer's Checklist (Required)
- ☒ Vicinity map /Location map (Required)
- ☒ Project maps/plans showing existing and proposed conditions (Required)
- ☒ Pictures of Existing Condition (Required)
- ☒ Collision diagram(s) (Required)
- ☒ Collision List (Required)
- ☒ Collision Summary (Required)
- ☒ Detailed Engineer's Estimate (Required)
- ☒ TIMS B/C output summary sheet (Required)
- ☐ Warrant studies (Required when applicable)
- ☐ Letter/email of Support from Caltrans (Required when applicable)
- ☐ Non-Infrastructure (NI) Activity Worksheet and NI Cost Estimate (Required when applicable)
- ☒ Additional narration, documentation, letters of support, etc. (optional)

Application Data Checklist and Engineer's Stamp

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this HSIP application to ensure all of the primary elements of the application are included and the application is free of errors in the calculation of the Benefit –to-Cost Ratio (B/C); allowing the application to be accurately ranked in the statewide selection process. Applications with errors in the supporting data for the B/C calculation will not be considered in the application process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:
Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" based on the final application and application attachments – as submitted to Caltrans. The engineer's initials and stamp should not be placed until the application is complete and in final form.

1. **Vicinity map /Location map** **Engineer's Initials:** _____
   a. The project limits must be clearly depicted in relationship to the overall agency boundary
2. **Project layout-plan** showing existing and proposed conditions must: **Engineer's Initials:** _____
   a. Be to a scale which allows the visual verification of the overall project limits and the "construction" limits of each safety countermeasure included in the application's B/C ratio
   b. Show the <u>full</u> scope of the proposed project, including any non-safety construction items
   c. Show the "Influence Area" for each safety countermeasure (CM) included in the application's B/C ratio
   d. Show all changes to existing lane and shoulder widths. Label the proposed widths
   e. Show limits of all roadway excavation/demolition
   f. Show agency's right of way (ROW) lines. (Also show Caltrans', Railroad, and all other government agencies)
3. **Project cross-section** showing existing and proposed conditions. **Engineer's Initials:** _____
   (Only required for projects with roadway excavation, cut/fill slopes, and changes to lane widths)
   a. Show and dimension: changes, ROW lines, safety countermeasures, etc.
4. **Countermeasure Selection** (used throughout the application): **Engineer's Initials:** _____
   a. The CMs used are appropriate and reasonable based specifically on the guidance in the HSIP call-for-projects guidelines and application instructions, including Appendix B of the Local Roadway Safety Manual.
5. **Crash Data** used in the B/C calculations must be: **Engineer's Initials:** _____
   a. From a reliable and well documented source
   b. Within influence area of CM and applied to CMs using generally accepted traffic engineering principles
      (Example: If the CM only addresses the northbound lanes of a divided roadway, then southbound crashes should be excluded.)
   c. Accurately shown in collision diagram(s) and collision lists(s) attached to this application.
   d. Crashes are presented in terms of the number of crashes (**not** the number of injuries and fatalities)
   e. The most recent crash data available and a minimum 5 years and maximum 10 years of data
6. **Collision Diagram(s)** (Shown separately or combined) **Engineer's Initials:** _____
   a. Should be to scale with crash locations accurately plotted
   b. Reveals collision pattern(s) necessary to justify CM(s)
   c. The influence area for each CM is shown separately on the diagrams (unless the areas are identical)
   d. All crashes, included in the B/C Calculation, must be clearly shown within the influence area of that CM
   e. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
   f. The totals shown match the totals shown in the Collision List and Collision Summary

7. **Collision List(s)** (Shown separately or combined) **Engineer's Initials:**
   a. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
   b. If the List(s) includes crashes that were not appropriate to include in the project B/C calculations, these crashes must be crossed through or removed and not included in the totals
   c. The totals shown match the totals shown in the Collision Diagram and Collision Summary
   d. Each crash is only counted as one, even if there were multiple victims and/or vehicles involved

8. **Collision Summary (HSIP Form)** **Engineer's Initials:**
   a. Totals for each Location/CM are shown with crashes segregated based on Crash Severity
   b. The totals for each Location/CM match the totals shown in the Collision Diagram and Collision List
   c. The totals for each CM at the bottom of the form match the totals in the TIMS B/C Output Summary

9. **Detailed Engineer's Estimate (HSIP Form)** **Engineer's Initials:**
   a. All likely construction costs associated with the project are identified and included in the estimate
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. Costs for each item are distributed between CMs using a logical method to fairly calculate each CM's cost
   d. Each CM included in the B/C calculation must represent a minimum of 15% of the construction costs
   e. "Other Safety" and "Non-Safety" construction items/costs are identified and properly accounted for
   f. The total construction cost in the estimate must match the "Construction" cost in Section III of the application

10. **TIMS B/C output summary sheet** **Engineer's Initials:**
   a. CMs and crash data shown match the totals shown in the Collision Summary form
   b. The total project cost in the B/C calculation must match the total project cost in Section III of the application
   c. The combined CRF applied to any single set of crashes is less than or equal to 0.8
   d. The sheet attached to the application must be signed by the Engineer in Responsible Charge

11. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:**
   ☐ N/A
   a. Traffic Signal Warrants – Warrant 4, 5 or 7 met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD.

12. **Additional narration, documentation, letters of support:** **Engineer's Initials:**
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the application's B/C ratio
   b. When needed to clarify non-standard application of countermeasures, crashes and/or costs; appropriate documentation is attached to the application to document the engineering decisions and calculations

Licensed Engineer:

Name: Ryan McClain, PE

Title: Senior Associate, Fehr & Peers

Engineer License Number 67002

Signature:

Date: July 31, 2015

Email: r.mcclain@fehrandpeers.com

Phone: (925)930-7100

Engineer's Stamp:

To ensure the application's quality and the agency's commitment to deliver the safety project in an expedited manner, the application must be signed by the Agency's Transportation/Traffic Engineering Manager.

By signing this application, the manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project;
2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project with these requirements; and
3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive federal safety funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to Application Form Instructions for more information.

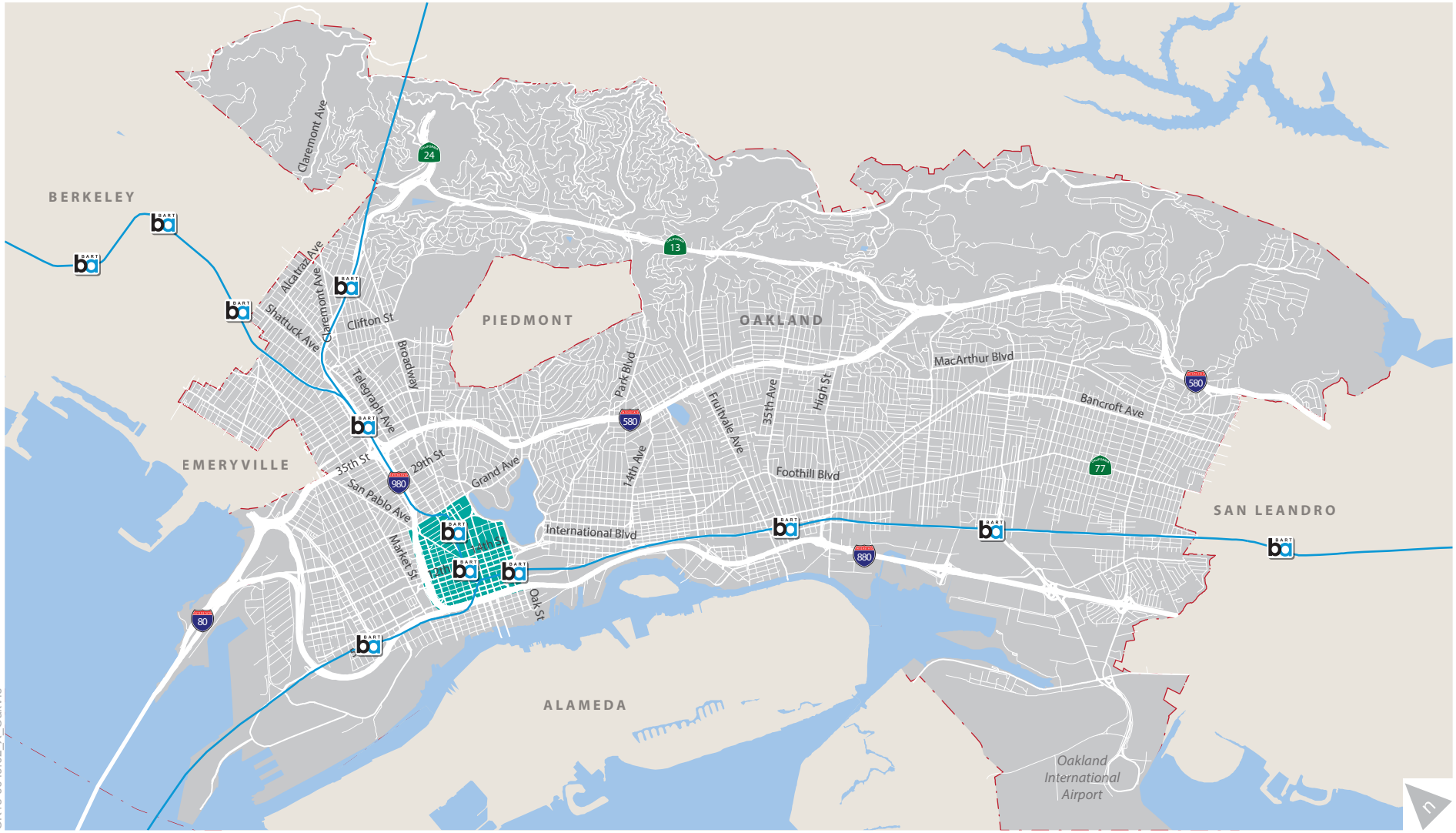
Transportation Manager:

Name: Wladimir Wlassowsky

Title: Transportation Services Manager

Signature: 

Date: July 31, 2015

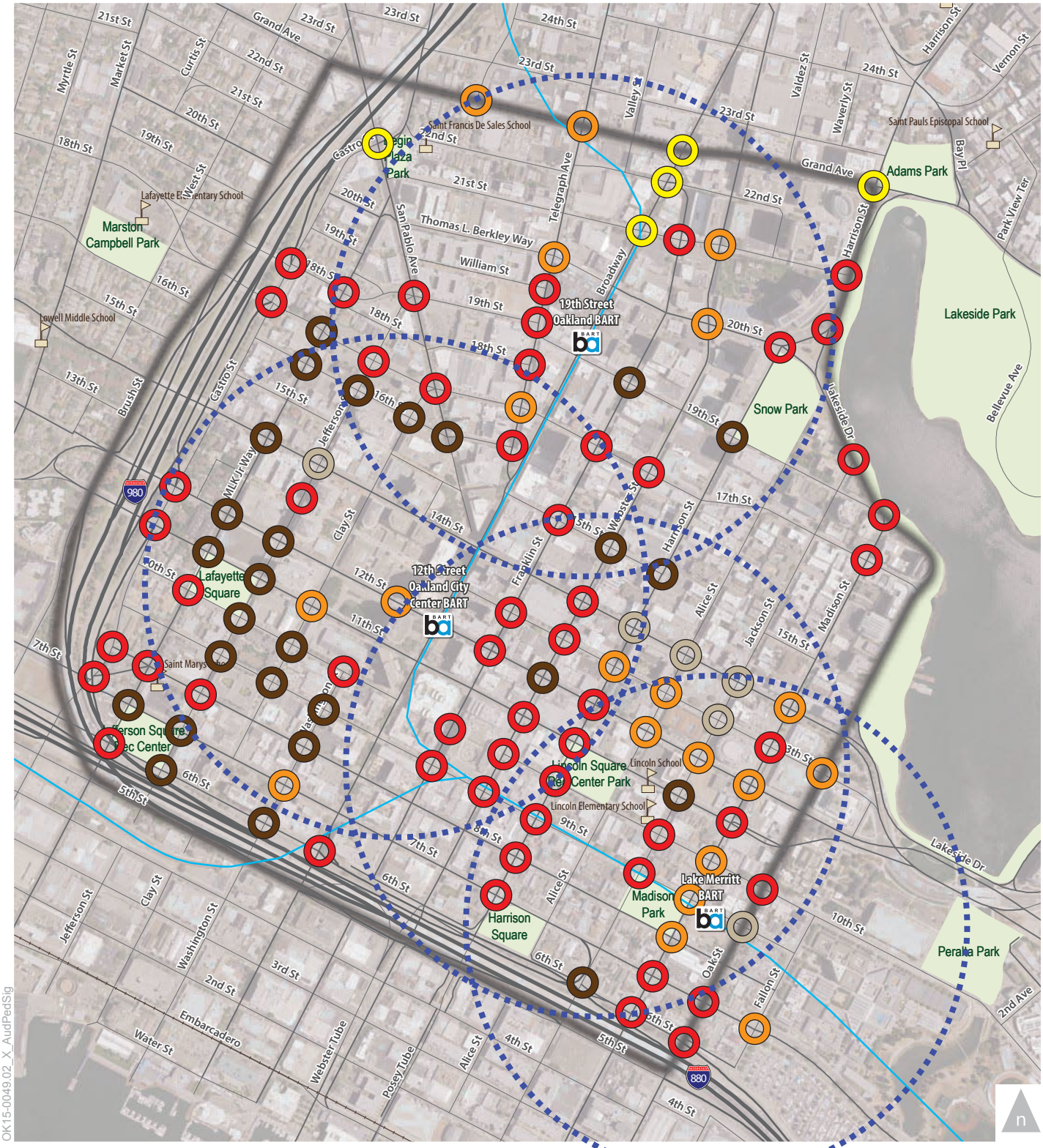


LEGEND

Downtown Oakland

Attachment 2

Downtown Oakland Intersections Vicinity Map



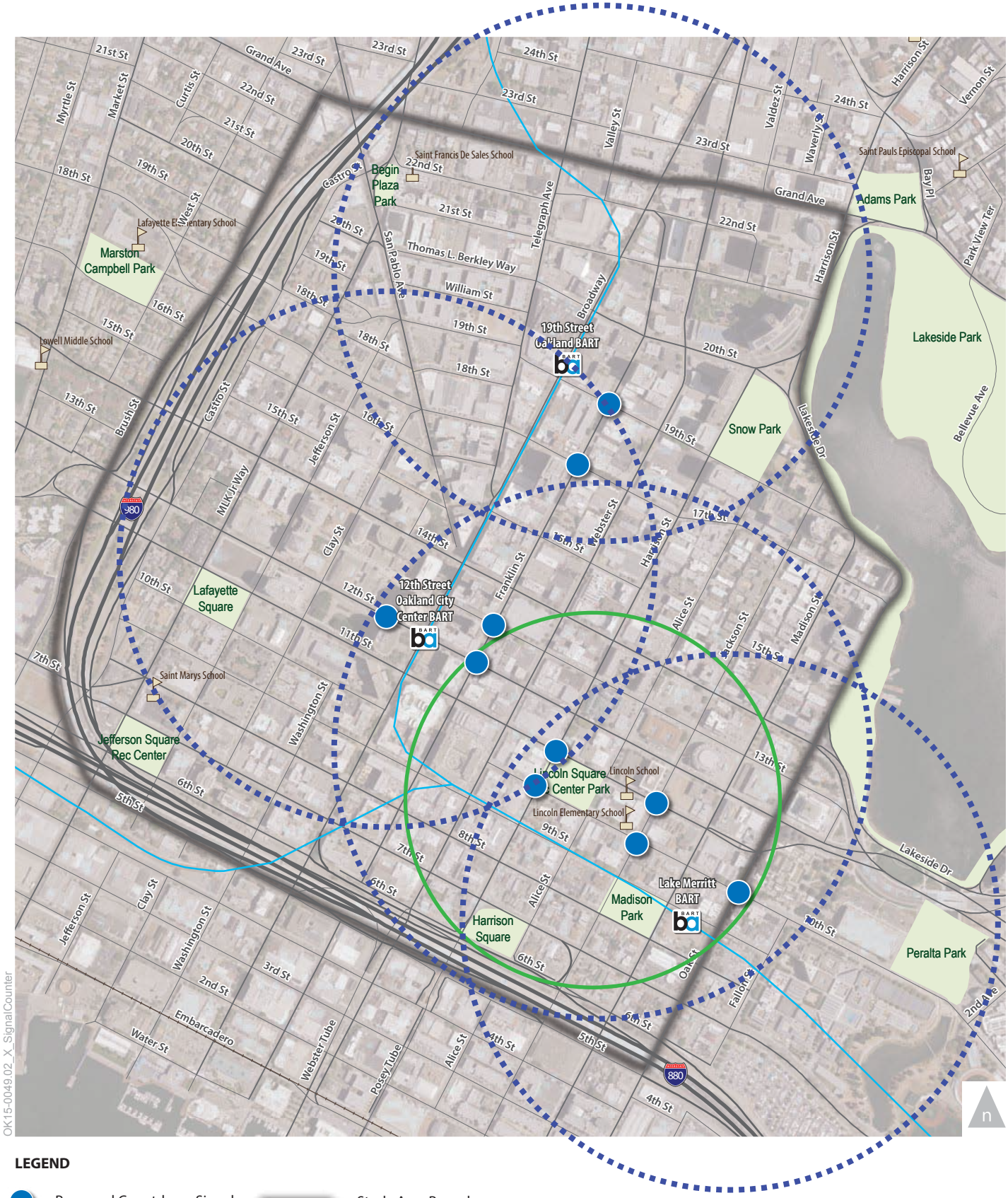
OK15-0049.02_X_AudPedSig

LEGEND

- No Countdown Signal & Not Audible
- No Countdown Signal & Audible
- No Countdown Signal & Polara/Semi-Polara
- Missing Ped Signal & Not Audible
- Missing Ped Signal & Audible
- Study Area Boundary
- Systemic Influence Area - 1/3 Mile Walkshed around BART and Lincoln School

ATTACHMENT 3A

EXISTING PEDESTRIAN ACCOMODATION AT TRAFFIC SIGNALS IN DOWNTOWN OAKLAND



OK15-0049.02_X_SignalCounter

LEGEND

Proposed Countdown Signals & APS per HSIP

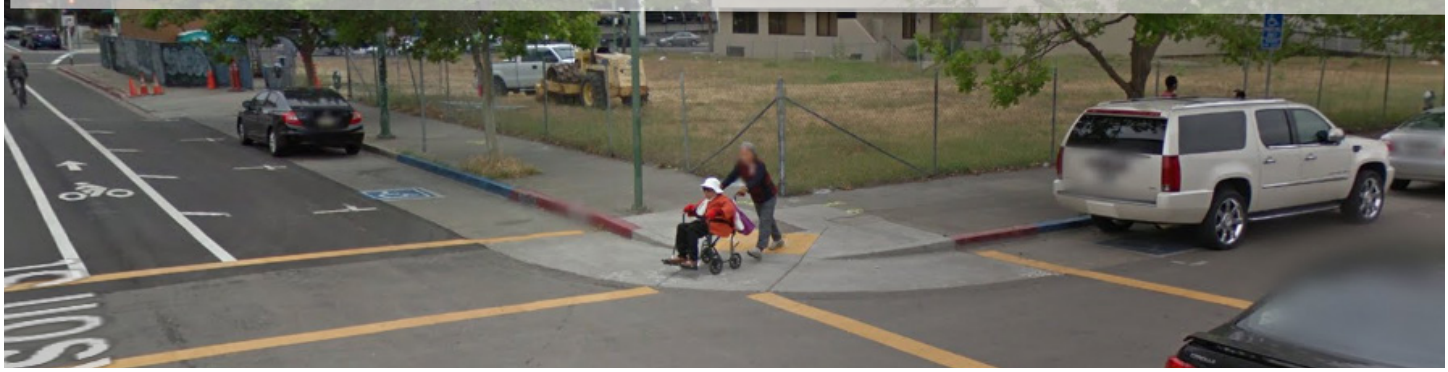
Study Area Boundary

CM1 Systemic Influence Area - 1/3 Mile Walkshed around BART and Lincoln School

ATTACHMENT 3B

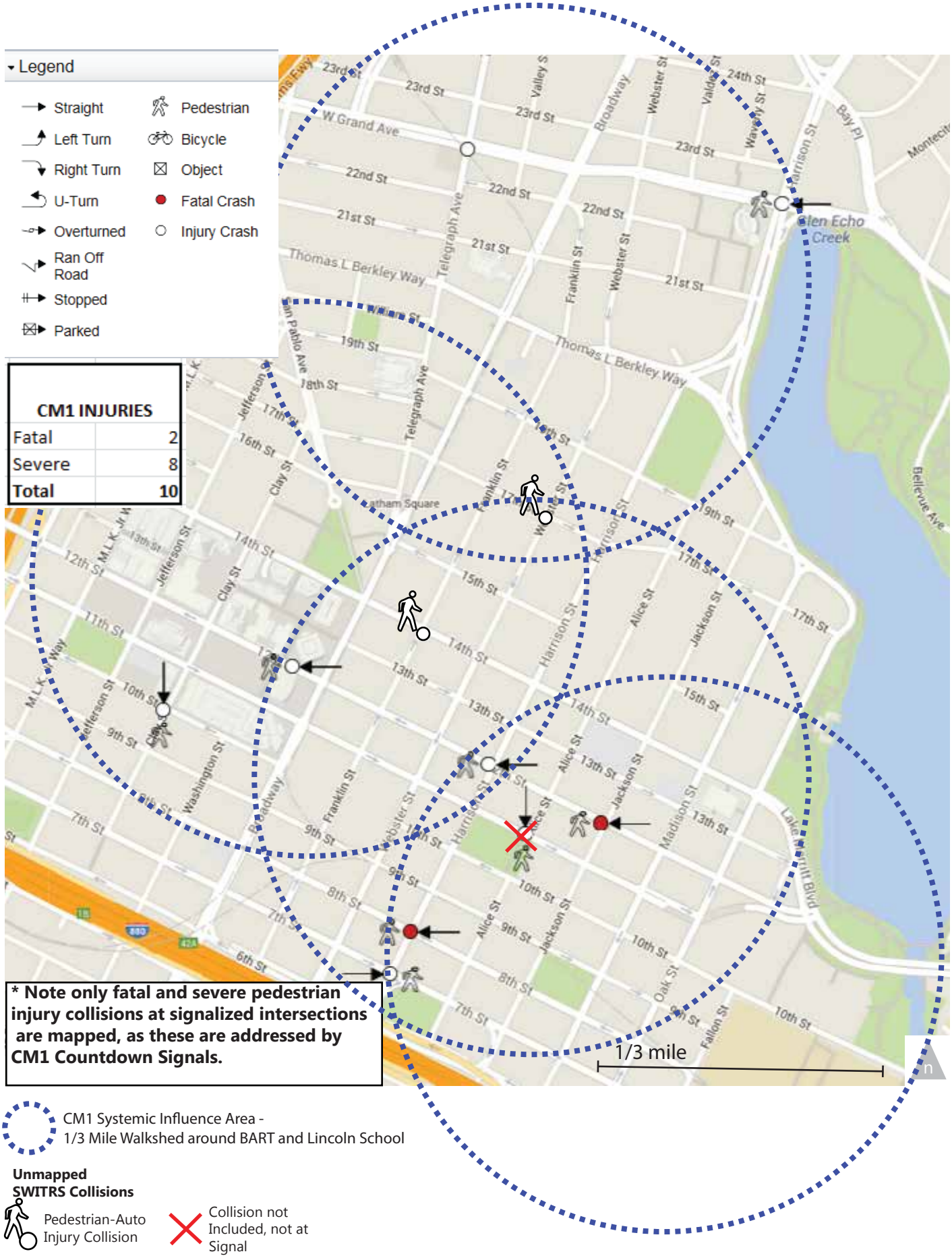
Downtown Oakland Intersections: Proposed Countdown Signals & APS Countermeasures

Missing pedestrian signals and push buttons. Intersections do not provide pedestrian signals or a pedestrian phase. Creating crossing conflicts with vehicles and creating hazardous scenarios for significant amount of pedestrian traffic in Downtown Oakland. Intersections serve major BART stations and local destinations.



Missing pedestrian signals and push buttons. Intersections do not provide pedestrian signals or a pedestrian phase. Existing traffic cabinet with not service cabinet. Cabinets require upgrade to provide pedestrian countdown signals and accessible pedestrian signals.

Offices, schools, BART stations, and other commercial areas generate significant foot traffic. Existing intersections with pedestrian signals do not consists of countdown heads.



ATTACHMENT 5

Downtown Oakland Systemic Approach - Fatal & Severe Injuries ONLY at Signalized Intersections
Collision Diagram Summary

ATTACHMENT 6 - COLLISION LIST FOR COUNTERMEASURE 1: PEDESTRIAN COUNTDOWN SIGNALS

CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	CHPTYPE	DAYWEEK	CRASHSEV	VIOLCAT	KILLED	SEVINJ	OTHERINJ	COP	INJURED
3359589	-122.269	37.80157	2007	109	0	3	2	10	0	1	0	0	1
4269965	-122.262	37.81089	2009	109	0	2	2	1	0	1	0	0	1
4990006	-122.27	37.7988	2009	109	0	6	1	0	1	0	0	0	0
5280029	-122.267	37.80575	2011	109	0	5	2	12	0	1	0	1	2
5443909	-122.275	37.80248	2011	109	0	3	2	11	0	1	0	0	1
5843506	-122.27	37.80386	2012	109	0	5	2	12	0	1	1	3	5
6075903	-122.271	37.7981	2013	109	0	4	2	0	0	1	0	0	1
6290546	-122.266	37.8006	2013	109	0	3	1	10	1	0	0	0	0
6394990	-122.273	37.8032	2013	109	0	3	2	11	0	1	0	0	1
6834722	-122.269	37.8118	2014	109	0	5	2	0	0	1	0	0	1

CM1 INJURIES	
Fatal	2
Severe	8
Total	**10**

ATTACHMENT 6 - COLLISION LIST FOR COUNTERMEASURE 1: PEDESTRIAN COUNTDOWN SIGNALS

WEATHER1	PEDCOL	BICCOL	MCCOL	TRUCKCOL	ETOH	TIMECAT	MONTH_	CRASHTYP	INVOLVE	PED	PRIMARYR	SECONDRD	DISTANCE
A	Y					2100	8	G	B	B	12TH ST	HARRISON	0
A	Y				Y	2100	4	G	B	B	GRAND AV	HARRISON	10
C	Y					2500	12	G	B	B	8TH ST	HARRISON	0
A	Y					1500	8	D	C	B	17TH ST	WEBSTER S	0
A	Y					1800	12	G	B	D	CLAY ST	10TH ST	20
B	Y			Y		1200	9	D	C	F	14TH ST	FRANKLIN S	0
A	Y					1500	3	G	B	B	7TH ST	HARRISON	6
A	Y					1800	5	G	B	B	JACKSON S	12TH ST	7
A	Y					900	12	G	B	C	12TH ST	BROADWA	228
C	Y				Y	600	12	G	B	F	WEST GRA	TELEGRAPH	0

ATTACHMENT 6 - COLLISION LIST FOR COUNTERMEASURE 1: PEDESTRIAN COUNTDOWN SIGNALS

DIRECT	INTERSECT	PROCDATE	JURIS	DATE_	TIME_	BADGE	JURIDIST	SHIFT	POP	SPECIAL	BEATTYPE	LAPDDIV	BEATCLAS
	Y	2/1/2008	109	########	1800	8832		5	7	0	0		0
W	N	########	109	########	1905	8958	2	5	7	0	0		0
	Y	1/5/2011	109	########	2500	8483T		5	7	0	0		0
	Y	########	109	########	1211	8895		5	7	0	0		0
S	N	2/1/2013	109	########	1547	8919	1	5	7	0	0		0
	Y	4/3/2014	109	########	1007	7766		5	7	0	0		0
E	N	2/7/2014	109	########	1306	7726	1	5	7	0	0		0
S	N	########	109	5/1/2013	1518	7884		5	7	0	0		0
W	N	########	109	########	620	8100	1	5	7	0	0		0
	Y	3/9/2015	109	########	545	9275	1	5	7	0	0		0

ATTACHMENT 6 - COLLISION LIST FOR COUNTERMEASURE 1: PEDESTRIAN COUNTDOWN SIGNALS

BEATNUMI	WEATHER2	STATEHW	CALTRANC	CALTRAND	STROUTE	ROUTESUF	POSTPRE	POSTMILE	LOCATYPE	RAMP	SIDEHW	TOWAWAY	PARTIES
08X	-	N		0	0			0				N	2
14X	-	N			0			0				N	2
03X	-	N			0			0				N	2
04X	-	N			0			0				Y	4
3	-	N			0			0				N	2
04X	-	N		0	0			0				Y	5
03X	-	N		0	0			0				N	2
03X	-	N		0	0			0				Y	2
03Y	-	N		0	0			0				N	2
07X	-	N		0	0			0				N	2

ATTACHMENT 6 - COLLISION LIST FOR COUNTERMEASURE 1: PEDESTRIAN COUNTDOWN SIGNALS

PCF	VIOLCODE	VIOL	VIOLSUB	HITRUN	ROADSURF	RDCOND1	RDCOND2	LIGHTING	RIGHTWAY	CHPRDTYP	NOTPRIV	STFAULT	CHPFAULT
A	-	21950	A	F	A	-	-	B	A	0	Y	-	-
A	-	23152	A	N	A	H	-	A	A	0	Y	A	7
D	-	0		N	A	H	-	A	A	0	Y	-	-
A	-	21453	A	N	A	H	-	A	A	0	Y	-	-
A	-	21954	A	N	A	H	-	A	A	0	Y	N	60
A	-	21453	A	N	A	H	-	A	A	0	Y	F	26
D	-	0		N	A	H	-	A	A	0	Y	-	-
A	-	21950	A	N	A	H	-	A	A	0	Y	D	22
A	-	21954	A	N	A	H	-	B	A	0	Y	N	60
D	-	0		F	A	H	-	C	A	0	Y	-	-

ATTACHMENT 6 - COLLISION LIST FOR COUNTERMEASURE 1: PEDESTRIAN COUNTDOWN SIGNALS

PEDKILL	PEDINJ	BICKILL	BICINJ	MCKILL	MCINJURE	RAMP1	RAMP2	CITY	COUNTY	STATE	X_CHP	Y_CHP	
0	1	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
0	1	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
1	0	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
0	1	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
0	1	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
0	2	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
0	1	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
1	0	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
0	1	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	
0	1	0	0	0	0	-	-	OAKLAND	ALAMEDA	CA	0	0	

HSIP CYCLE 7 - ATTACHMENT 7

CRASH DATA SUMMARY SHEET

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Agency:	City of Oakland, Downtown Countdown Signals	Application ID:	04-OAKLAND-4	Prepared by:	CN	Date:	7/31/2015

	LOCATION * (Intersection Name or Corridor Limit)	CM Number 1						CM Number						CM Number					
		Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total
1	12th/Harrison Street		1				1												
2	Grand Avenue/Harrison Street		1				1												
3	17th Street/Webster Street		1				1												
4	Clay Street/10th Street		1				1												
5	14th Street/Franklin Street		1				1												
6	7th Street/Harrison Street		1				1												
7	Jackson Street/12th Street		1				1												
8	12th Street/Broadway	1					1												
9	West Grand Avenue/Telegraph Avenue		1				1												
10	8th Street/Harrison Street	1					1												
11							0												
12							0												
Countermeasure Total**		2	8				10												

* Crash Total for each Location must match the total shown on the Crash Diagrams and Crash Tables

** Crash Totals for each Countermeasure must match the Total Inputted shown into the TIMS B/C Calculator and B/C Summary Sheet

Countermeasure #1 Countdown Signals

Countermeasure #2

Countermeasure #3

Detailed Engineer's Estimate and Cost Breakdown by Countermeasure

ATTACHMENT 8

For Construction Items Only

Important: Read the Instructions in the other sheet before entering data.
Do not enter in shaded fields (with formulas).

Agency:	City of Oakland	Application ID:	04-Oakland-4	Prepared by:	RM	Date:	7/31/2015

Project Description: Countdown signal and APS installation in Downtown Oakland

Project Location: Downtown Oakland (between West Grand Ave/I-980/I-880/Lakeside Dr)

Engineer's Estimate (for Construction Items Only)						Cost Breakdown									
						Safety-Related Costs								Non Safety-Related Costs	
						Countermeasure #1		Countermeasure #2		Countermeasure #3		Other Safety-Related			
Item No.	Item Description	Quantity	Units	Unit Cost	Total	%	$	%	$	%	$	%	$	%	$
7	Install Countdown Heads	10	Intersection	$7,000.00	$70,000	100	$70,000								
8	Install Accessible Push Buttons	10	Intersection	$10,000.00	$100,000	100	$100,000								
9	Replace Signal Controller and Cabinet	7	EA	$15,000.00	$105,000	100	$105,000								
10	Install Service Pedestal	7	EA	$5,000.00	$35,000	100	$35,000								
12	Traffic Control	1	LS	$16,000.00	$16,000	100	$16,000								
13	Mobilization	1	LS	$31,000.00	$31,000	100	$31,000								
Sub Total of Construction Items:					**$357,000**		**$357,000**								
% of "Construction Items only" Cost per Countermeasure (Yellow fields - To be entered in TIMS B/C Calculator)						**100%**	**CM #1**		**CM #2**		**CM #3**		**Other Safety**		**Non Safety**

Construction Item Contingencies (% of Con Items)**: Enter in the cell to the right**	**20.00%**	**71,400**
Total (Construction Items & Contingencies):		**428,400** (Rounded up to the nearest hundreds)
Maximum "HSIP/Total" percentage allowed for Construction		**90%**

ATTACHMENT 9

Benefit / Cost Calculation Result

1. Project Information

Application ID	04-Oakland-4	Agency	Oakland	Version	1
MPO/RTPA	Metropolitan Transportation Commission (MTC)				

2. Countermeasures and Crash Data

Crash Data Time Period	08/29/2007	to	12/05/2014	Years	7.271

- Install pedestrian countdown signal heads

CM Number	Project Type	Crash Type	CRF	Life
S19	Ped and Bike	Ped & Bike	25	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	2	8	0	0	0	10

Annual Benefit	$ 433,228	Cost	$ 565,600
Life Benefit	$ 8,664,558	B/C Ratio	**15.32**

3. Benefit Cost Result

Total Benefit	$ 8,664,558
Total Cost	$ 565,600
B/C Ratio	**15.32**

Safety Practitioner / Engineer: Rob Rees ,PE

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly. DO NOT SIGN if any of this is not the case.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

ATTACHMENT 10A

2015

July 30, 2015

Wlad Wlassowsky
City of Oakland Public Works Agency
Transportation Services Division
250 Frank H. Ogawa Plaza, Ste 4344
Oakland, CA 94612

SUBJECT: City of Oakland Highway Safety Improvement Program Grant Applications

Mr. Wlassowsky:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am writing to express support for the City of Oakland's Highway Safety Improvement Program (HSIP) grant applications. These projects address, bicycle, and vehicular collisions by proposing various safety improvements. All four priority areas include improvements nearby or on access routes to BART stations:

- Telegraph Avenue Corridor – MacArthur and 19th St/Oakland BART Stations
- Market Street and San Pablo Avenue Corridor – West Oakland BART Station (connecting to 7th St)
- The Claremont Avenue & Shattuck Avenue Corridors – access routes to Rockridge and MacArthur stations.
- The Central Business District – 12th St/Oakland City Center, 19th St/Oakland, and Lake Merritt Stations

The BART Board of Directors adopted a Transit-Oriented Development Policy which includes a goal to reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers. Improving bicycle, pedestrian and transit access to the station is critical to improving regional, and neighborhood, sustainability. Corroborating data of past pedestrian and bicyclist fatalities as well as right angle vehicular collisions support these roadways as the best candidates of HSIP grant funds. Improved pedestrian and bicycle safety near BART stations and along key access routes is essential to the support BART's continued efforts to encourage non-automobile access to BART stations.

BART supports the proposed projects and looks forward to seeing design details should they be funded. Please do not hesitate to contact me or Hannah Lindelof (HLindel@bart.gov), BART Senior Planner, at (510) 464-6426 if you have any questions or comments about this letter.

Sincerely,

Bob Franklin
San Francisco Bay Area Rapid Transit District (BART)
Department Manager, Customer Access and Accessibility

ATTACHMENT 10B

BIKE EAST BAY
BikeEastBay.org

May 5, 2015

Wlad Wlassowsky
City of Oakland Public Works Agency, Transportation Services Division
250 Frank H. Ogawa Plaza, Ste 4344
Oakland, CA 94612

Re: Letter of Support of Oakland's HSIP Grant Applications

Mr. Wlassowsky:

Bike East Bay is happy to support your grant applications to the HSIP program and are delighted to know the City of Oakland is moving forward on four important projects where collisions are high and safety improvements are much needed. We look forward to working with the City of Oakland on these four projects, when funding is secured:

1. Telegraph Avenue Corridor
2. Market Street and San Pablo Avenue Corridor
3. The Claremont Avenue & Shattuck Avenue Corridors
4. The Central Business District

All represent four of the highest priority areas of the City's roadways. Corroborating data of past bicyclist fatalities as well as right angle vehicular collisions support these roadways as the best candidates of HSIP grant funds. And such improvements have broader safety implications for all users of the roadway, including pedestrians.

Telegraph Avenue:

Bike East Bay fully supports Oakland's application to fund the Telegraph Avenue Complete Street Project and we hope you can secure this most-worthy project. This multimodal project improves safety and comfort for all users of Telegraph Avenue, including thousands of people who bicycle Telegraph Avenue every day, as well as many pedestrians and transit users. Telegraph Avenue is a

PO Box 1736, Oakland, CA 94604
510 845 RIDE (7433) • info@bikeeastbay.org

critical multimodal corridor linking Downtown Oakland with UC Berkeley, one of the most bike popular destinations in the State of California. Unfortunately, the current configuration of Telegraph Avenue disproportionately serves automobile traffic at the expense of other roadway users. We have a great opportunity to change that and the community is ready to do it.

In fact, no complete street or active transportation project in the East Bay better addresses the goal of Caltrans in its recently proposed California 2040 plan to triple bicycling in the state by 2020 and the Governor's new target for greenhouse gas reductions of 40% by 2030. Yes, both the Governor and Caltrans have set a 'high bar' for California, matching the European Union's similar high bars. Oakland is doing its part to help the Governor and Caltrans meet these goals by designing and preparing to build a popular bikeway that bike-friendly European cities would be proud of. We need funding.

What makes Telegraph Avenue so special? First, Telegraph Ave is the most heavily used bikeway in the East Bay that does not have a bike lane. Counts at various intersections along the road exceed 1,000 people on bikes, and on Bike to Work Day, energizer stations along Telegraph Avenue see over 500 bike commuters during the morning commute alone. This is not surprising, as the Oakland metro area (Oakland, Berkeley, Alameda, Albany, Emeryville, Piedmont) is a top five metro area nationally for bicycling, and in fact may be number 2 nationally behind Portland (https://bikeeastbay.org/news/oakland-metro-area-pushing-dc-2nd-nation-bike-commuting). And we know from the American Communities Survey that Berkeley is ranked 4th nationally in bicycling, with UC Berkeley located right at the end of Telegraph Avenue. Telegraph is served by three BART stations and an AC Transit Rapid Bus line, which encourages many Oakland residents to bike to transit. In our opinion, the East Bay is the most bike-popular bike-to-transit metro area in the nation, and if the commute data captured it, we could be the nation's 2nd most bike popular metro area.

In 1999, Oakland was ready to stripe a bike lane on Telegraph Avenue by doing a 5-4 road diet. Unfortunately, a couple of wealthy local business owners banded together and filed a CEQA lawsuit, challenging the removal of a travel lane. Doubly unfortunately, a judge ruled against safe bike access on Telegraph Avenue, and required Oakland to do a full EIR in order to paint a white line on the street.

Then, AC Transit began work on a potential bus rapid transit project for Telegraph Ave, which further delayed progress on a new bikeway. Thoughtfully, AC Transit designed bike lanes into the BRT project but unfortunately the process for designing and approving the BRT project took ten years and in the end the Temescal neighborhood of Oakland vetoed the project. Now this neighborhood, and the KONO neighborhood are ready to fix Telegraph, thanks to a tremendous amount of

BIKE EAST BAY

BikeEastBay.org

outreach by us and the City of Oakland. It was an exemplary, and exhausting, outreach effort, but well worth the effort to build support, which led to a unanimous City Council vote in December last year to approve bike lanes and complete streets improvements on Telegraph Avenue.

The grant will make significant improvements to Telegraph Avenue from approximately 17th Street to 40th Street, including continuous bicycle facilities, pedestrian crossing improvements, and transit boarding islands with bike lanes behind the bus islands. Work performed under this grant will dramatically improve safety for pedestrians and cyclists, and is consistent with Oakland's adopted Complete Streets policy.

Bike East Bay and our partner organization Walk Oakland Bike Oakland and the City of Oakland have worked together on numerous transportation projects. Through these experiences, we recognize the clear benefits to a safer and more multimodal Oakland. The work products of this important project will allow Oakland to realize these goals on Telegraph Avenue.

Bike East Bay looks forward to working closely with the City of Oakland on this important project. Once again, we urge Caltrans to fully fund Oakland's application for Telegraph Avenue HSIP funding.

Claremont Avenue:

Claremont Avenue is a busy thoroughfare in need of pedestrian and bicycling safety improvements. At many times of the day, this street functions as a freeway offramp, and in one of the most heavily used bike corridors in the East Bay. We have fought for bike lanes on Claremont Avenue in Oakland and Berkeley for many years, and done much public outreach to support a road diet with bike lanes and safer pedestrian crossings. The Oakland Bicycle Master Plan includes bike lanes on Claremont as does the City of Berkeley, yet today we have not been successful in getting the necessary funding to complete this project. I hope you can fund it in this cycle of the HSIP program

Market Street:

Market Street and San Pablo Avenue need many safety improvements, especially for safer walking. We support the City's proposed reduction of travel lanes along Market Street from 5th Street to San Pablo Avenue in order to make these improvements. Pedestrian crossing improvements along Market Street at six locations are sorely needed, as are similar safety improvements along San Pablo from 32nd Street to 34th Street at 3 locations. We hope you can also fund improvements to Market St and San Pablo Avenue.

PO Box 1736, Oakland, CA 94604
510 845 RIDE (7433) • info@bikeeastbay.org

BIKE EAST BAY

BikeEastBay.org

Central Business District:

We support proposed countdown signals and audible signals Throughout the downtown grid at seven locations. Curb extensions for pedestrian visibility are important, as is a protected left turn phase. Four locations will have countdown signals and mast arms installed.

Thank you for your support of complete streets projects in Oakland.

Cordially yours,

Advocacy Director

PO Box 1736, Oakland, CA 94604
510 845 RIDE (7433) • info@bikeeastbay.org

ATTACHMENT 10C

Service Development and Marketing
1600 Franklin Street, Oakland CA 94612

7/30/15

Wlad Wlassowsky
City of Oakland Public Works Agency, Transportation Services Division
250 Frank H. Ogawa Plaza, Ste 4344
Oakland, CA 94612

Re: Highway Safety Improvement Program

Mr. Wlassowsky:

The Alameda Contra Costa Transit District lends its support to your Highway Safety Improvement Program grant applications provided the proposals do not impede on our bus operations via lane reductions or conflicts with our path of travel and bus stops.

The below selected roadways represent four of the highest priority areas of the City's roadways.

1. Telegraph Avenue Corridor
2. Market Street and San Pablo Avenue Corridor
3. The Claremont Avenue & Shattuck Avenue Corridors
4. The Central Business District

Corroborating data of past pedestrian and bicyclist fatalities as well as right angle vehicular collisions support these roadways as the best candidates of HSIP grant funds. These improvements have broader safety implications for all users of the roadway.

AC Transit supports the proposed projects and look forward to seeing design details should they be funded.

Sincerely,

Robert Del Rosario
Director of Service Development
Alameda Contra Costa Transit District